

## APPALING.

(Continued from first page.)

## DISASTER EVERYWHERE.

Deadly Work by Heavy Freshets Throughout the Alleghenies.

FREDERICK, Md., June 1.—The rain has poured incessantly since Thursday night. The wheat crop in this country has been damaged to an extent that can not now be estimated and early fruits have been destroyed. The Potomac at Point of Rocks and vicinity is rapidly overrunning its banks and the damage there will be great. Advice from Westminster, Md., says surrounding lands are inundated and many of the workmen are unable to get to their homes. Between New Windsor and Linwood and between Linwood and Union bridge the water is rising and the depth of the water of Little Pipe creek and the track is washed away for a considerable distance. The extent of the damage cannot be ascertained until the flood subsides.

Second Vice-President King, of the Baltimore & Ohio, thinks there will be no serious loss.

Last night at 7 o'clock everything beyond Washington was side-tracked, and trains 3, 4, 5 and 20 are still stationary between Piedmont and Union bridge. Two emigrant trains have been started west from Piedmont. The Pittsburgh division will be open probably by tonight, and between Piedmont and the river the tracks are free.

Two feet of water flows over the bridge at Harper's Ferry which is heavily loaded with locomotives and cars. The water on both sides of the river are submerged, and they are at Point of Rocks and St. Johns Run between Cumberland and Martinsburg. There are small bridges under the Cambria Iron company's plant on the north side of the Conemaugh river at Johnstown is a complete wreck. Until this dispatch was received it was not thought here that this portion of the plant had been severely injured. It was known that the portion of the plant located on the south bank of the river was washed away and this was thought to be the extent of the damage to the property of the immense corporation. The plant is said to be valued at \$5,000,000.

Dispatches received at the Pennsylvania railroad office this afternoon giving the damage sustained to railroad property as follows: One span of the bridge crossing the west branch of the Susquehanna at Linden is gone, and it is feared that the whole bridge will go. The bridge was previously reported to be in a bad state of repair, and it is feared that it will be heavily loaded freight train. The Philadelphia & Reading railroad bridge over the west branch of the Susquehanna which was carried away at Monticello, Md., against the Pennsylvania company's bridge at Montgomery, where it was lodged for awhile, worked its way under the latter structure and came down to the Pennsylvania river in bridge at Lewisburg, carrying that bridge completely away.

Additional information from the Philadelphia & Erie bridge is as follows: The four-span bridge across the Juniata river at Granville, three miles west of Lewisburg, has been carried away. The water is still rising in the Juniata between Lewisville and Tescora, a distance of forty miles. Nothing is known of the condition of the roadbed or the bridge. There are twenty bridges on the line between the Northern Central branch. Of these five are washed away and all the rest are badly damaged with one exception. The Cumberland Valley bridge between Lewisburg and Tescora, a distance of forty miles, is the only one of the line which is not damaged. The bridge crossing the Susquehanna at Johnstown is a complete wreck. The bridge crossing the Susquehanna at Johnstown is a complete wreck. The bridge crossing the Susquehanna at Johnstown is a complete wreck.

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WILKES BARRE, June 1.—The Susquehanna river at this point began rising rapidly at 8 o'clock this afternoon and is continuing at the rate of a foot an hour. Reports are coming in this evening from the country districts to the effect that the crops have been very much injured by the tremendous wind and heavy rain. Several washouts on the mountains have occurred and trains due here from Buffalo and other places have been delayed.

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Washouts are reported on the Richmond, Fredericksburg & Potomac road above and below Fredericksburg, Alexandria and Washington. The water is running regularly through between Port Runyon and the long bridge. The tracks are submerged. On the Washington & Ohio road many culverts are washed out and the roadbed in many places is damaged. Goe's creek bridge is unsafe. On the Midland road the track near Cameron run is washed and the approaches to the bridge are unsafe. Washouts are reported at Edsall's banks and other places between Orange and Charlottesville. The damage is small. The Manassas road is damaged in different places from Port Royal to Strasburg.

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The river is very high here and is rising. The water has reached R street and has put out the fire in the engine house of the Washington monument and stopped the elevator. Cars on the south side of Pennsylvania avenue are flooded.

The Potomac is booming here and the graves are entertained by property owners along the river front and in the lower sections of the city. Last night after a fall of rain almost equivalent to a cloud burst, the check gate on the end of the Chesapeake & Ohio canal was carried away by the rushing water and washed several canal boats into Rock creek, where they were destroyed. Since then the river has been rising rapidly and the flood waters are passing the Washington monument and stopped the elevator. Cars on the south side of Pennsylvania avenue are flooded.

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ESTIMABLE DAMAGE TO PROPERTY. PHILADELPHIA, June 1.—A dispatch received at 5 p. m. from Pittsburgh states that the Pennsylvania road has succeeded in getting a temporary line through from Sang Hollow to the western end of the bridge at Johnstown. Debris has lodged against the bridge and piled up to a height of forty feet and is said to be burning.

Until the flames die out so as to admit of passage across the bridge, nothing can be done towards repairing the heavy washout between the bridge and Johnstown. The dispatch also states that the Cambria Iron company's plant on the north side of the Conemaugh river at Johnstown is a complete wreck.

Until this dispatch was received it was not thought here that this portion of the plant had been severely injured. It was known that the portion of the plant located on the south bank of the river was washed away and this was thought to be the extent of the damage to the property of the immense corporation. The plant is said to be valued at \$5,000,000.

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Up to 10 o'clock no news of any sort had been received from Lock Haven as to the state of affairs there and the contents of that water swept city is only a matter of conjecture.

A dispatch from Kolster says thirty-five rats broke loose from their moorings near Wrightsville this morning and were carried down the Susquehanna, involving a loss of over \$50,000.

VERY DESTRUCTIVE. HILLSBORO, Va., June 1.—The storm in this part of the country has been very destructive. The damage cannot yet be estimated. Hillsboro has suffered severely from loss of horses, stock, barns, fences and other property.

AID OFFERED BY THE GOVERNMENT. WASHINGTON, June 1.—General Schofield, acting secretary of war, has asked Governor Beaver by telegraph what the war department can do to aid the sufferers by the floods in Pennsylvania. He says the department has no tests, all the troops are here and the only thing that can be done is to send them to the relief fund.

GREAT LOSS AT HARRISBURG. HARRISBURG, June 1.—The great rain storm has entailed a great loss here. In the east and south ends of the city the water rose above the banks of the Potomac creek, swept away all bridges and reached the first stories of the houses. Last night hundreds of families were in distress and forced to leave their homes. Mayor Fritch conducted the relief expedition, which utilized all the boats to be had and while the rain came down in torrents he and his assistants did good work. While engaged on the river front, one of his officers narrowly escaped drowning.

The Susquehanna river at this point is eighteen feet above low water mark and rising every hour. Independence island is completely covered by water. The tracks of the Pennsylvania railroad south of here are covered by about two feet of water. Trains from the east are stopped and at this writing the probability is that it will be several hours before traffic to the west will be resumed.

A party of newspaper men representing New York and Philadelphia journals came here early this morning with the expectation of reaching Johnstown and finding out the state of affairs there. They were stopped by the water and the probability is that it will be several hours before traffic to the west will be resumed.

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of the river at Harrisburg is such that the Pennsylvania railroad office of decisions at 9 o'clock tonight to run no more trains between Philadelphia and Harrisburg until the water subsides, and orders were issued to that effect. The last report received here from Harrisburg showed that the tracks were submerged at Steelton and that the water was still rising. This action of the railroad officials closes up the line from Philadelphia to Pittsburgh and it cannot be definitely stated when travel will be resumed.

Superintendent Trump fully confirms the reports already sent out about the terrible disaster in and near Johnstown. He says it will never be known exactly how many lives were lost but the number will reach among the thousands.

He describes the devastation wrought by the resistless flood at Johnstown as being something akin to beholding Superintendent Trump states that there was a train load of provisions and groceries in the company's yard at Conemaugh and the cars were broken open by the citizens. As soon as they were well supplied against possible want.

WASHINGTON, June 1.—The water at night had reached within a few feet of the top of all buildings and water was everywhere. The city of Johnstown and Potomac station is surrounded by water and inaccessible to passengers.

RICHMOND, Va., June 1.—Franklin, Main and Carey streets, and intervening streets to the river are covered with water. All the wharves are submerged. Fires have been put out in the gas works, and the city will be in darkness before morning. One hundred families have been forced to remove their household effects. No trains have left the city today except the one to the west.

AT JOHNSTOWN. Awful Scenes Witnessed at the Ill-Fated City.

JOHNSTOWN, Pa., June 2.—Among the dead were the following: Mrs. Cyrus Elder, wife of the general superintendent of the Cambria Iron company, and daughter and many women and children who could not be identified.

Police officials and others were rendering all possible aid, but the number of the dead seems greater than the number of living. Cider, Market, Main, Locust and Washington streets have been swept clear and bare of all buildings or whatever character and their inhabitants seem to have fled into the streets at the first warning of the danger, and others rushed to their deaths, for those who remained in their homes had an opportunity to flee to the upper stories. Where the houses were frame they were floated from their foundations and many were hotels. The Hotel Hubert, a brick structure, had sixty guests, and sixty-three of these were killed by the falling in of the floors and walls.

The Morell house, the school house, Alms hall, general store and offices of the iron company and one other brick building are all of probably 2,000 buildings that have not been forced from their foundations and carried away. The Morell house, a forty feet high from the river bed at low water and over this the water rushed in a resistless flood. On this, or the west side, is the Pennsylvania railroad bridge, which the company, although warned to flee to the hillside many of the men resting in a fancied security loafed about the mills and were engulfed. Today their bodies are being recovered by the water.

Below the mills is Cambria, a suburb of Johnstown, where the water has been here early this morning with the expectation of reaching Johnstown and finding out the state of affairs there. They were stopped by the water and the probability is that it will be several hours before traffic to the west will be resumed.

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